BookletChart™

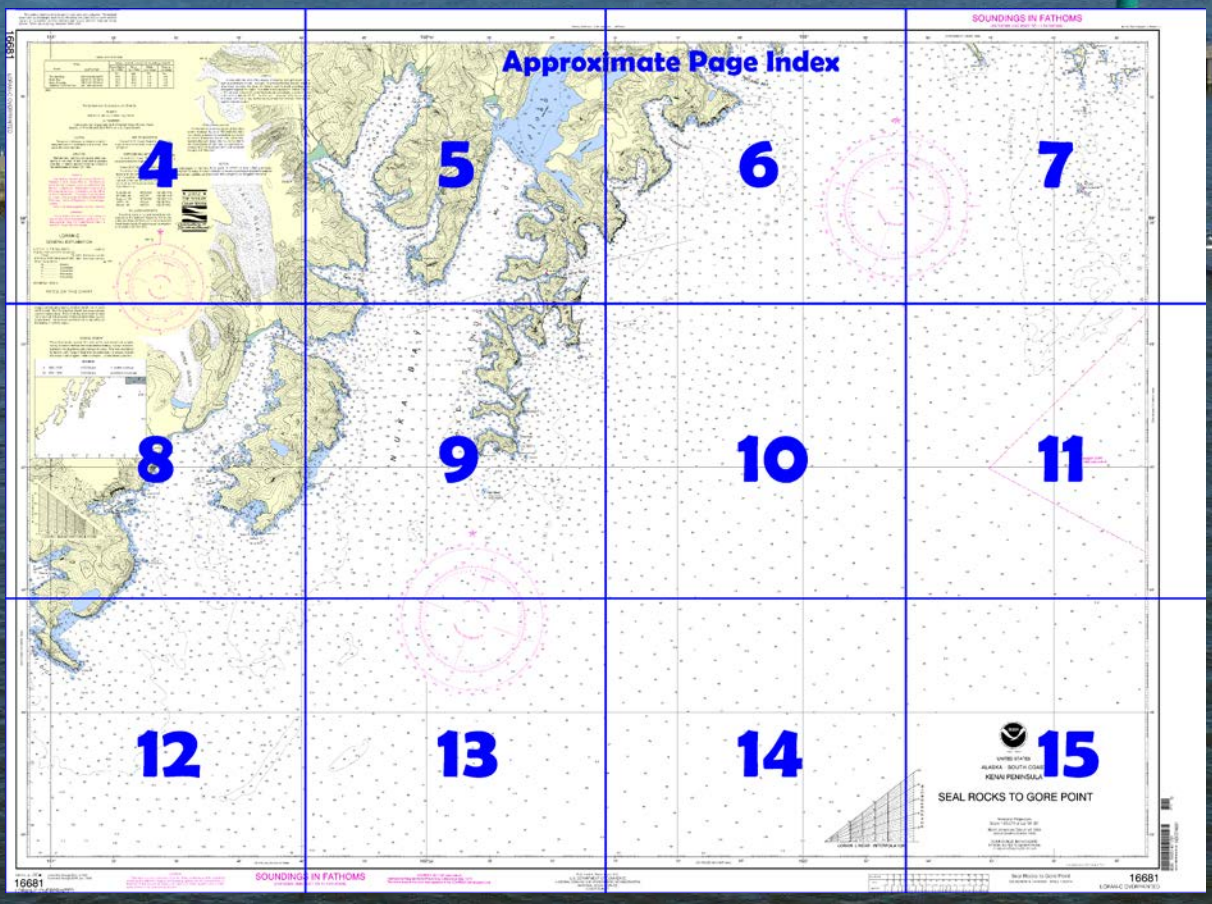
Seal Rocks to Gore Point

NOAA Chart 16681

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

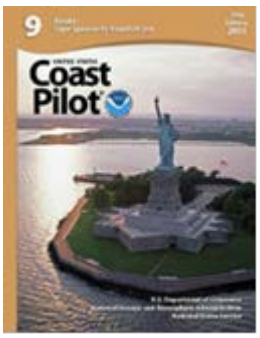
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16681.

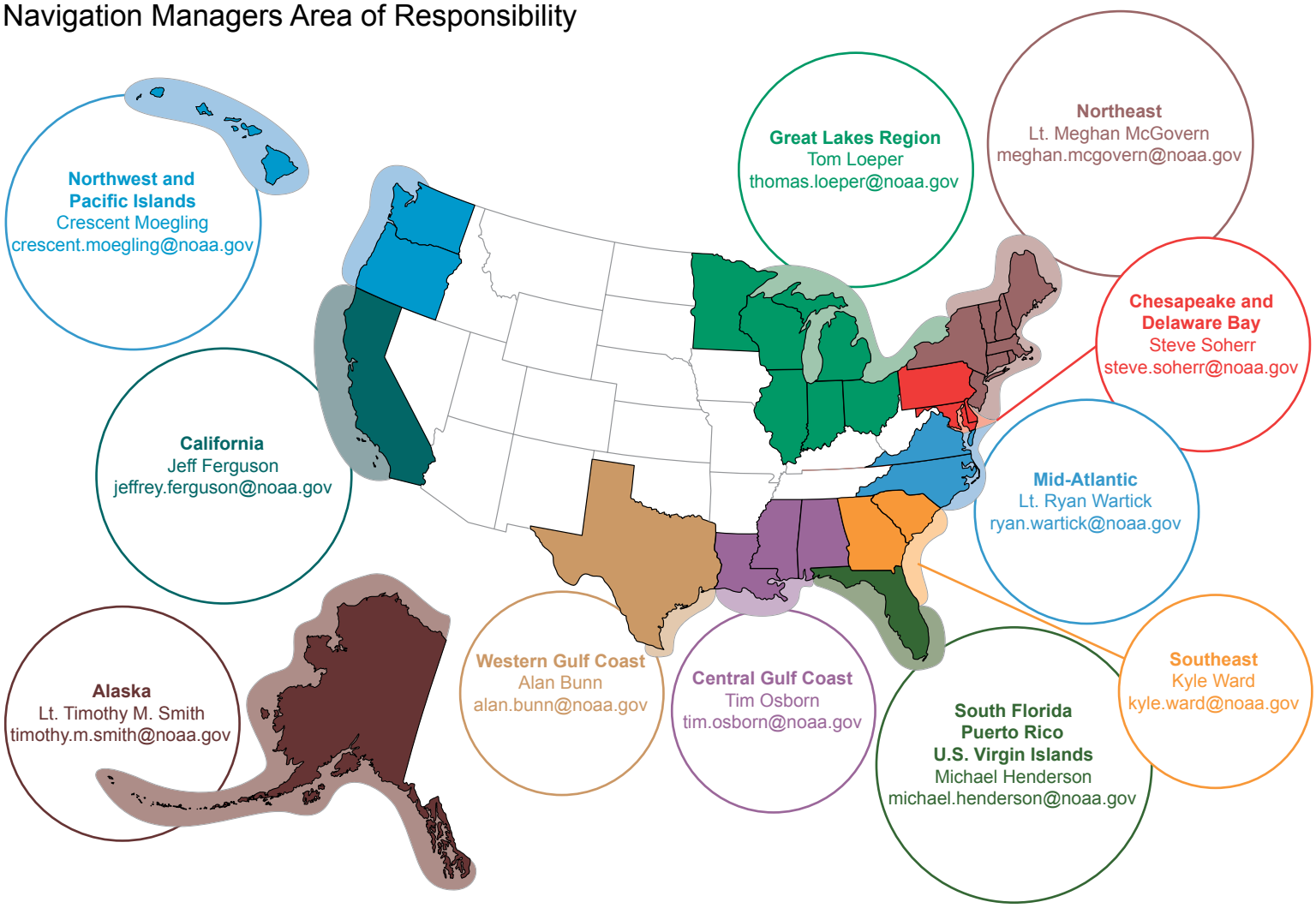


(Selected Excerpts from Coast Pilot)
Black Mountain (59°32.0'N., 150°11.5'W.), the highest peak between Thunder and Black Bays, has a large granite boulder at its summit.
The point on the N side of the entrance to **Black Bay** is marked by a 660-foot hill; reddish-brown tinted cliffs form the base on its seaward side. The island immediately adjacent to the point is wooded, 150 yards in diameter, and 165 feet high.
The NW arm of Black Bay is not recommended as an anchorage because it is too deep and narrow. The NE arm of the bay is 0.4 mile wide. There is safe anchorage close in near the head in 16 to 20 fathoms, mud bottom. A shoal of gravel and boulders extends 100 yards offshore on the E side of the head of this arm. The anchorage is subjected to usual williwaws. A high, light-gray granite peak separates the two arms of Black Bay.
The point 1.2 miles S of the W entrance point of Black Bay has a large granite rock about 150 feet high close to the S side. The rock makes a good mark when it is seen clear of the point. Between this point and Black Bay is a low grassy wooded ravine that extends inland from the coast. Between the ravine and Black Bay are rocky, almost perpendicular cliffs several hundred feet high and light gray in color. The open bay to the W of the point is not recommended as an anchorage.
Nuka Bay has its main entrance between Pye Reef and Nuka Point. The bay may be entered from the E through McArthur Pass or Wildcat Pass and from the W through Nuka Passage. It extends into the mainland above the passes in two long arms. Good protected anchorage can be found in several small bays and coves. There are several small gold mines in the West Arm and North Arm.
Nuka Bay is generally deep throughout. There is, however, a considerable area of irregular depths, less than 25 fathoms, adjacent to the W shores of the lower bay.
Pye Islands, on the E side of Nuka Bay, are three rugged mountainous islands, densely wooded on the lower slopes. **Outer Island,** the outermost and smallest, has a high prominent peak at its E end. A good landmark, this peak is part of a ridge whose top is covered with huge granite boulders. A prominent bare rock, 70 feet high, is 20 yards off the SE shore of the island. A large reef, part of which shows at all stages of tide, is 300 yards S of the rock. A large, bare, granite rock, 82 feet high, is close to the SW point of the island.
A 2½-fathom shoal that breaks is 0.4 mile SE of the E point of Outer Island. A 10-fathom shoal is 1.8 miles 130° from the point, and a 9-fathom shoal is 0.9 mile 200° from the same point.
The S shore of Outer Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the entire island. (See **50 CFR 223.202,** chapter 2, for limits and regulations.)
Pye Reef, awash at high water, is 2.1 miles 205° from the high peak of Outer Island. The line of the W ends of Outer Island and Rabbit Island barely clears to the W of the reef, and the line of the E end of Outer Island and Hoof Point on Ragged Island leads 0.4 mile E of it.
Rabbit Island, the second of the Pye Islands, is densely wooded. The E shore of the island is bold and rocky, with no dangers except close inshore.
Between Outer and Rabbit Islands is a deep body of water with no good anchorage. At its E end is a small opening called Kitten Pass. The pass is between a small islet and a group of three bare rocks to the N. The islet has a few scrub trees on it. A rock, covered 13 feet and marked by kelp, is in the pass; it is nearer to the islet than to the rocks.
Kitten Pass is only 65 yards wide. By favoring the group of rocks on the N side, a depth of 5 fathoms can be carried through; but because of strong tidal currents and the narrowness of the pass, it should be attempted only by very small craft, at slack water and with a smooth sea. In rough weather, breakers obstruct the pass.
Ragged Island, the third and largest of the Pye Islands, is very mountainous, and is partly wooded on the lower slopes. The island is broken by numerous coves and bights, most of which are too deep to afford good anchorage. The few known dangers around this island are the rocks close inshore; a rock awash at high water 200 yards off the rounding point 1.2 miles N of Wildcat Pass; and the rocks off Hoof Point.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

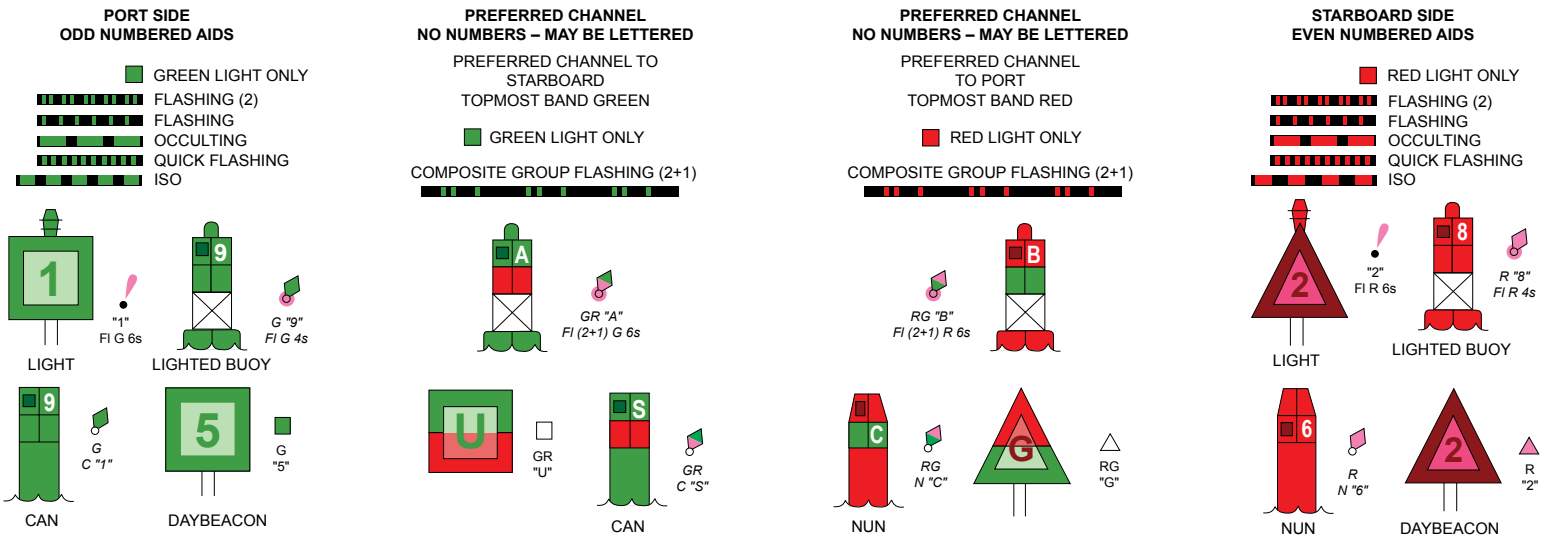


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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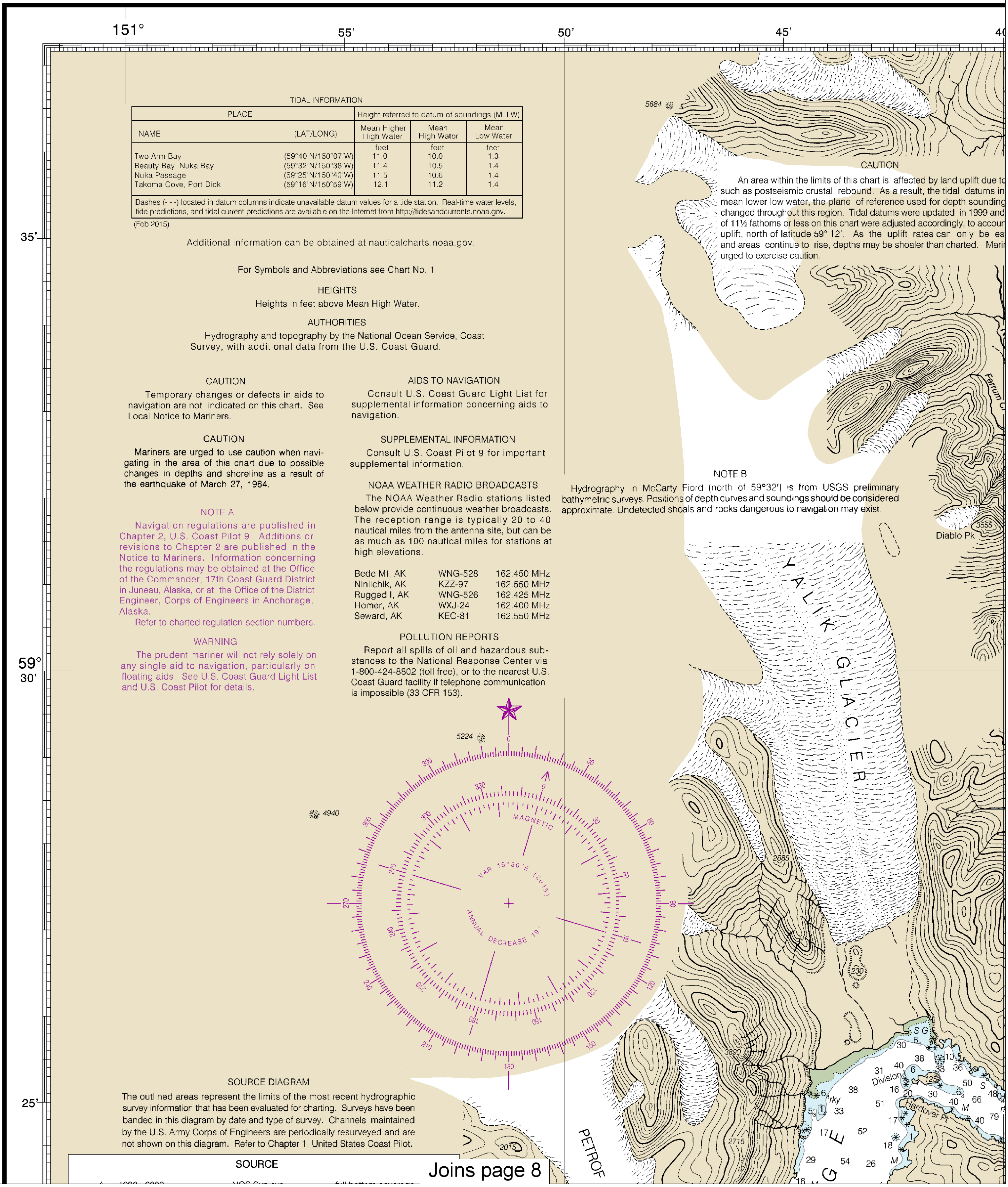


TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	foot
Two Arm Bay	(59°40'N/150°07'W)	11.0	10.0	1.3
Beauty Bay, Nuka Bay	(59°32'N/150°38'W)	11.4	10.5	1.4
Nuka Passage	(59°25'N/150°40'W)	11.5	10.6	1.4
Takoma Cove, Port Dick	(59°16'N/150°59'W)	12.1	11.2	1.4

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2015)

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline as a result of the earthquake of March 27, 1964.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Homer, AK	WXJ-24	162.400 MHz
Seward, AK	KEC-81	162.550 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

An area within the limits of this chart is affected by land uplift due to such as postseismic crustal rebound. As a result, the tidal datums in mean lower low water, the plane of reference used for depth sounding changed throughout this region. Tidal datums were updated in 1999 and of 11½ fathoms or less on this chart were adjusted accordingly, to accoun uplift, north of latitude 59° 12'. As the uplift rates can only be es and areas continue to rise, depths may be shoaler than charted. Marin urged to exercise caution.

NOTE B

Hydrography in McCarty Fiord (north of 59°32') is from USGS preliminary bathymetric surveys. Positions of depth curves and soundings should be considered approximate. Undetected shoals and rocks dangerous to navigation may exist.

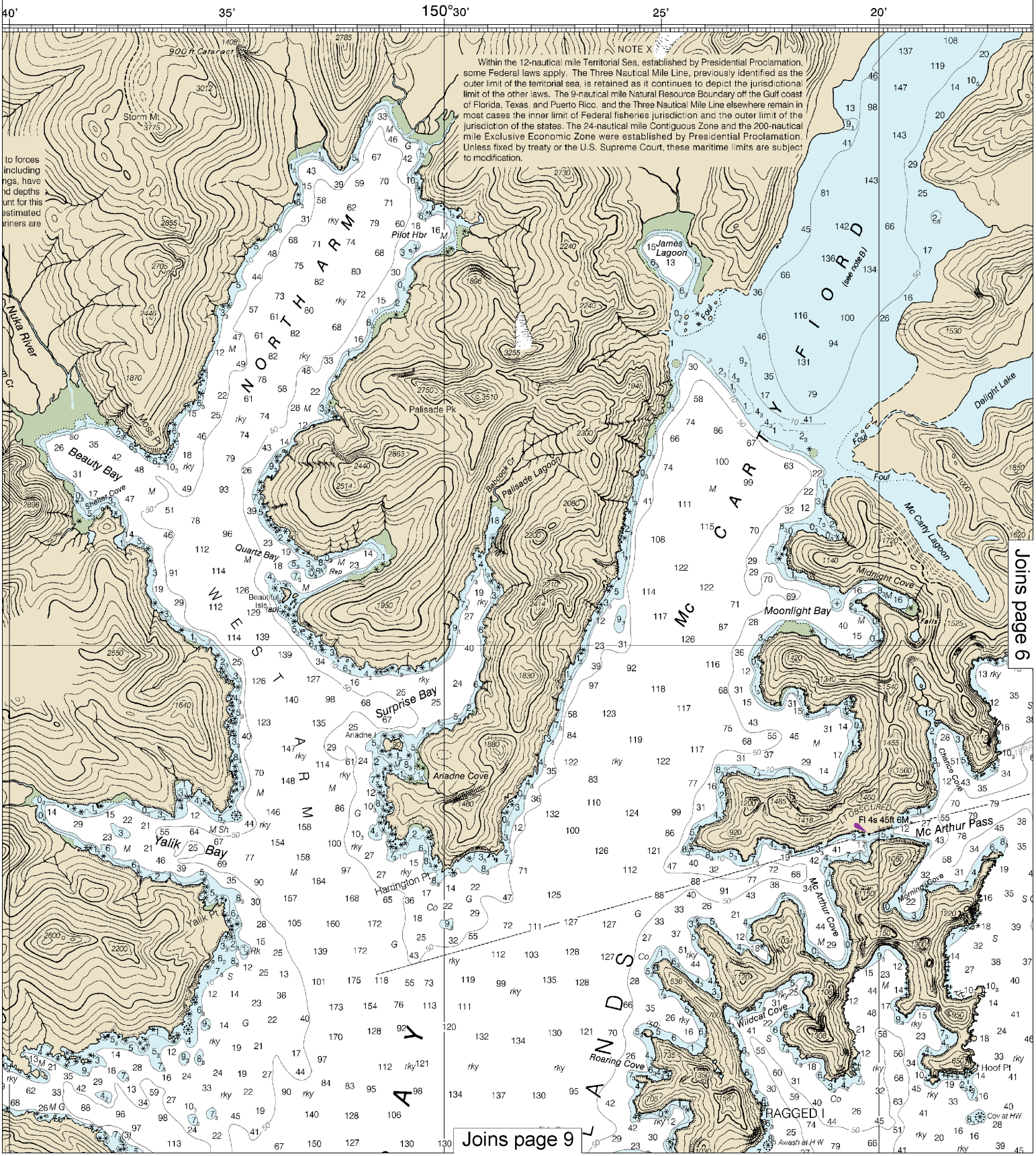
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

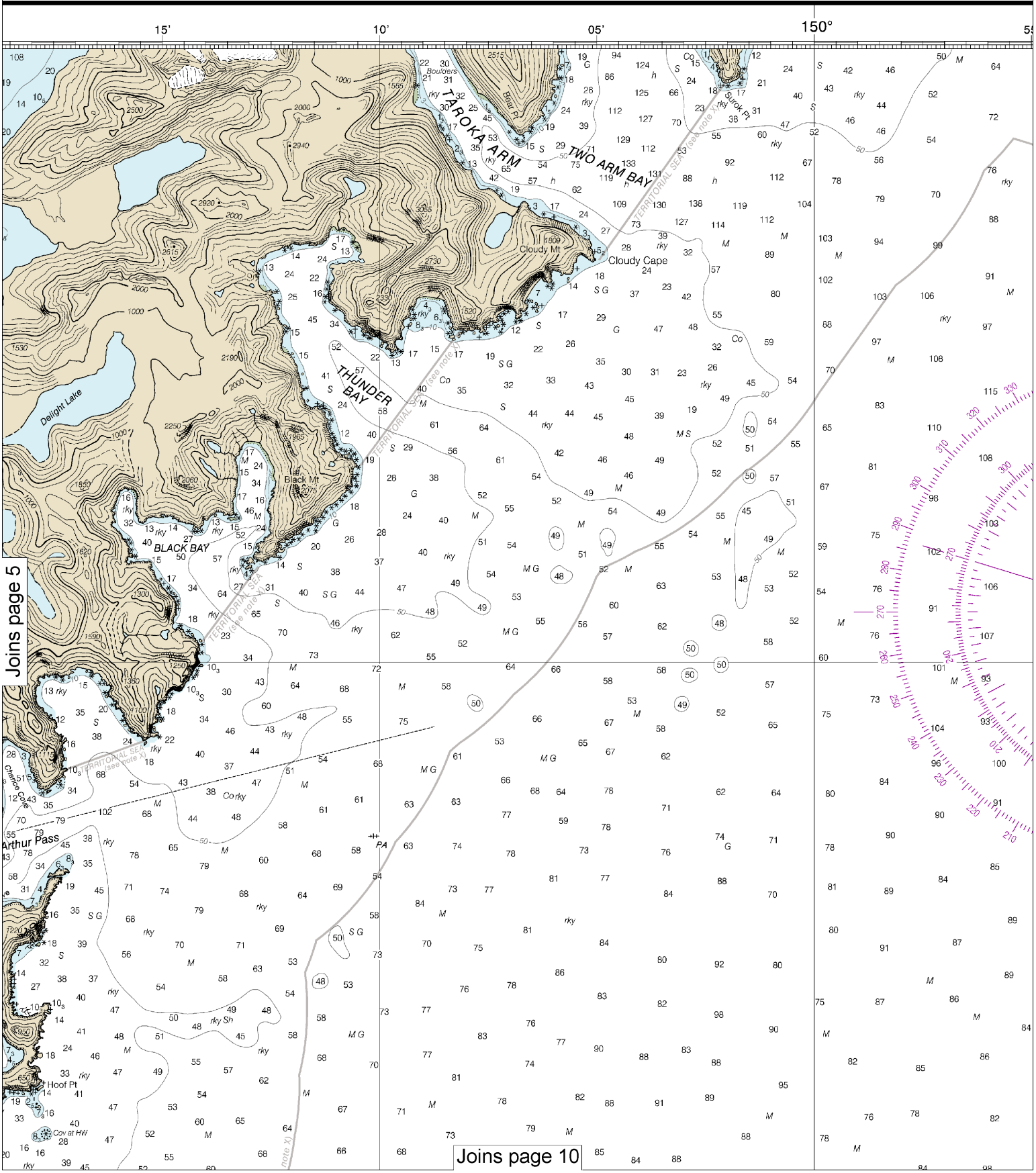
Joins page 8

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:110765. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8530, 1st Ed., Sept. 1930 KAPP 2593

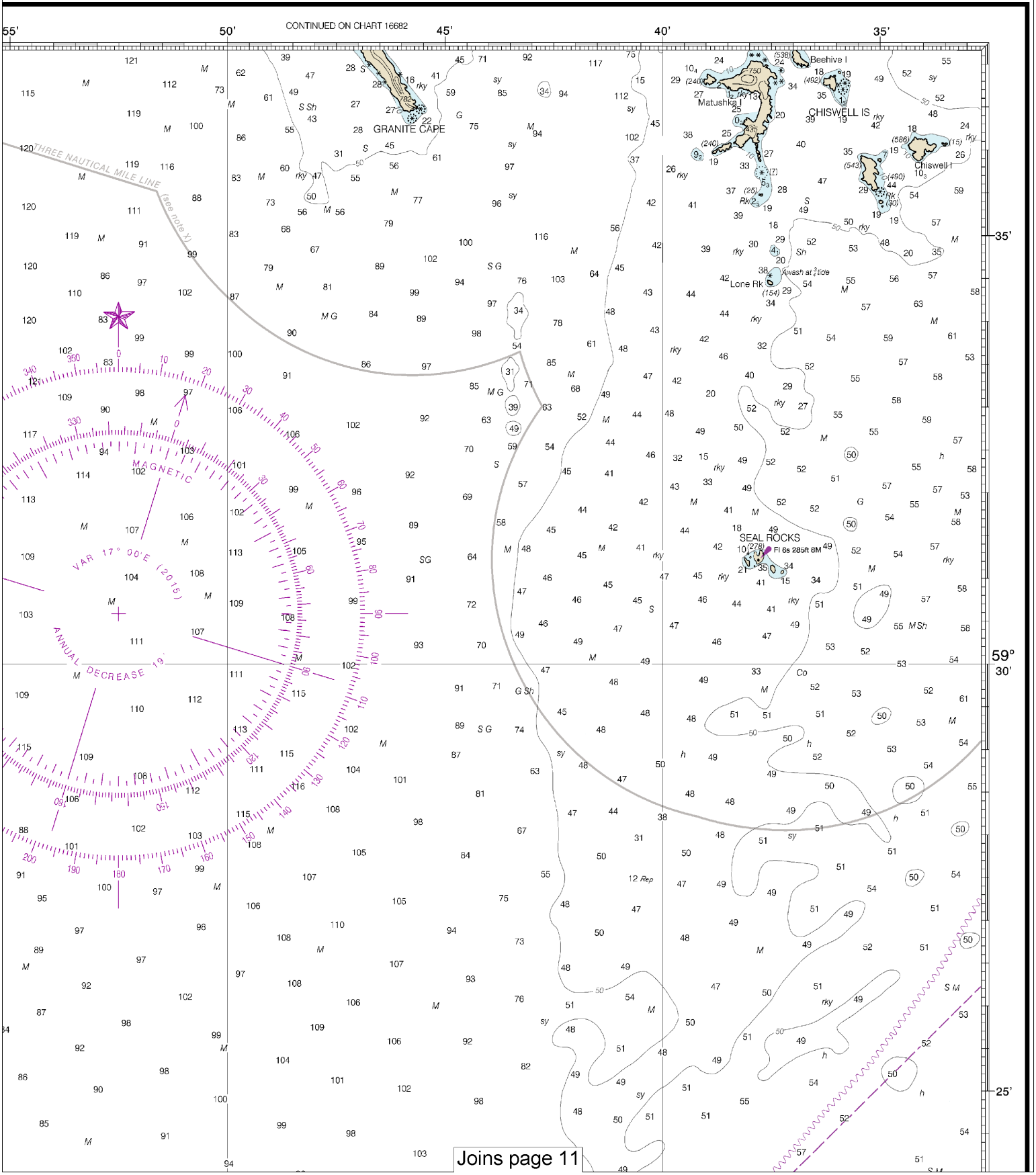


6

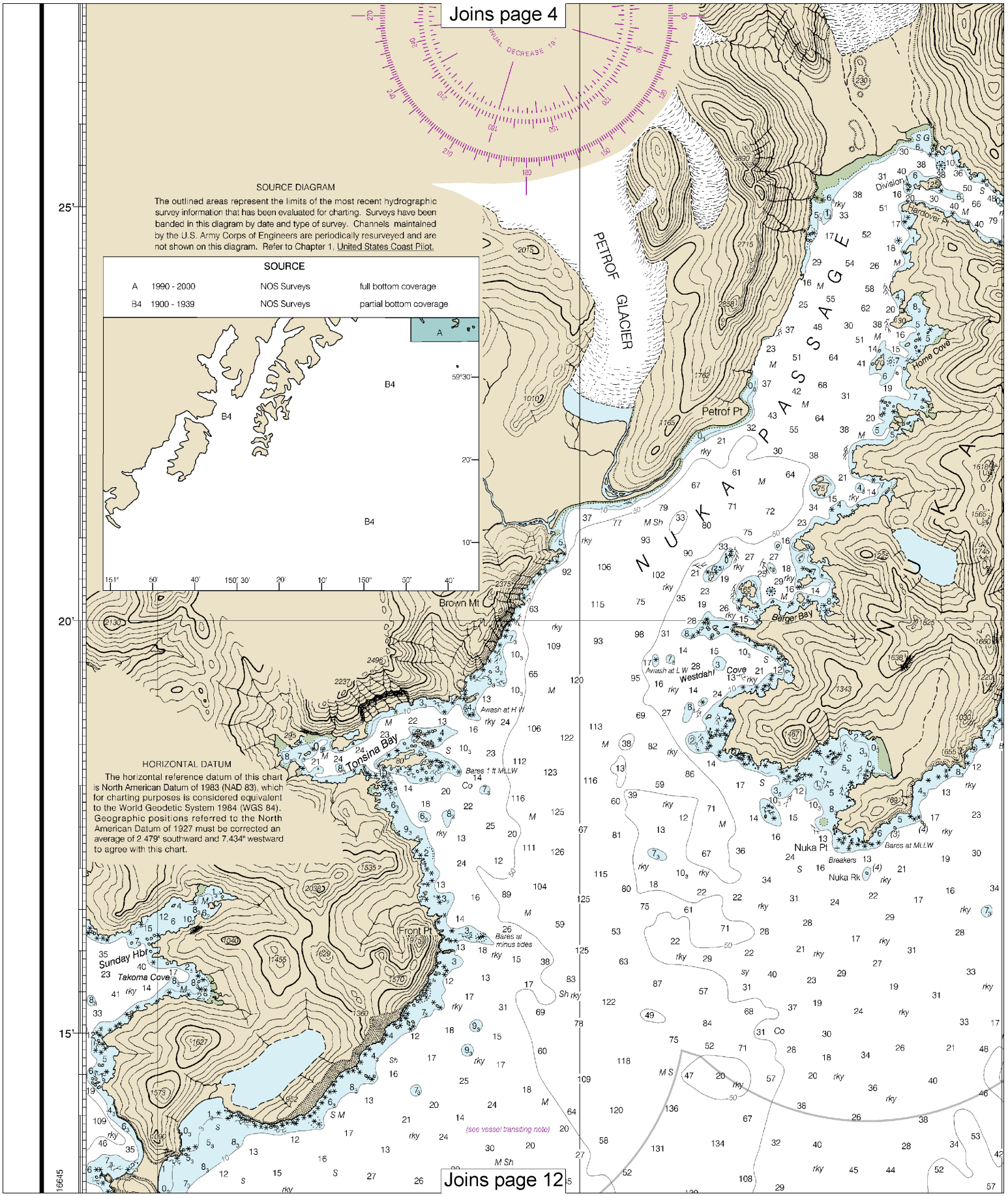
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

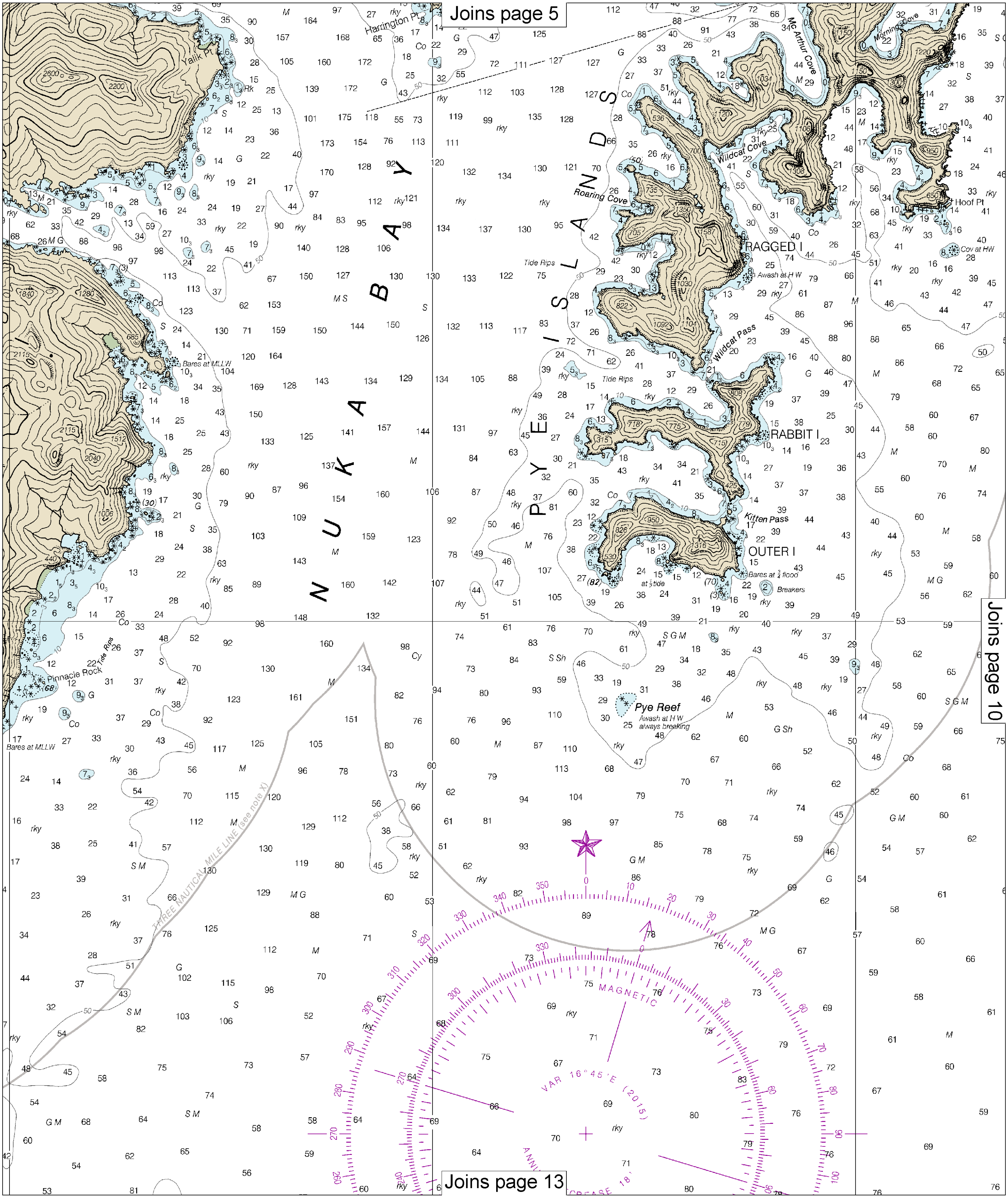


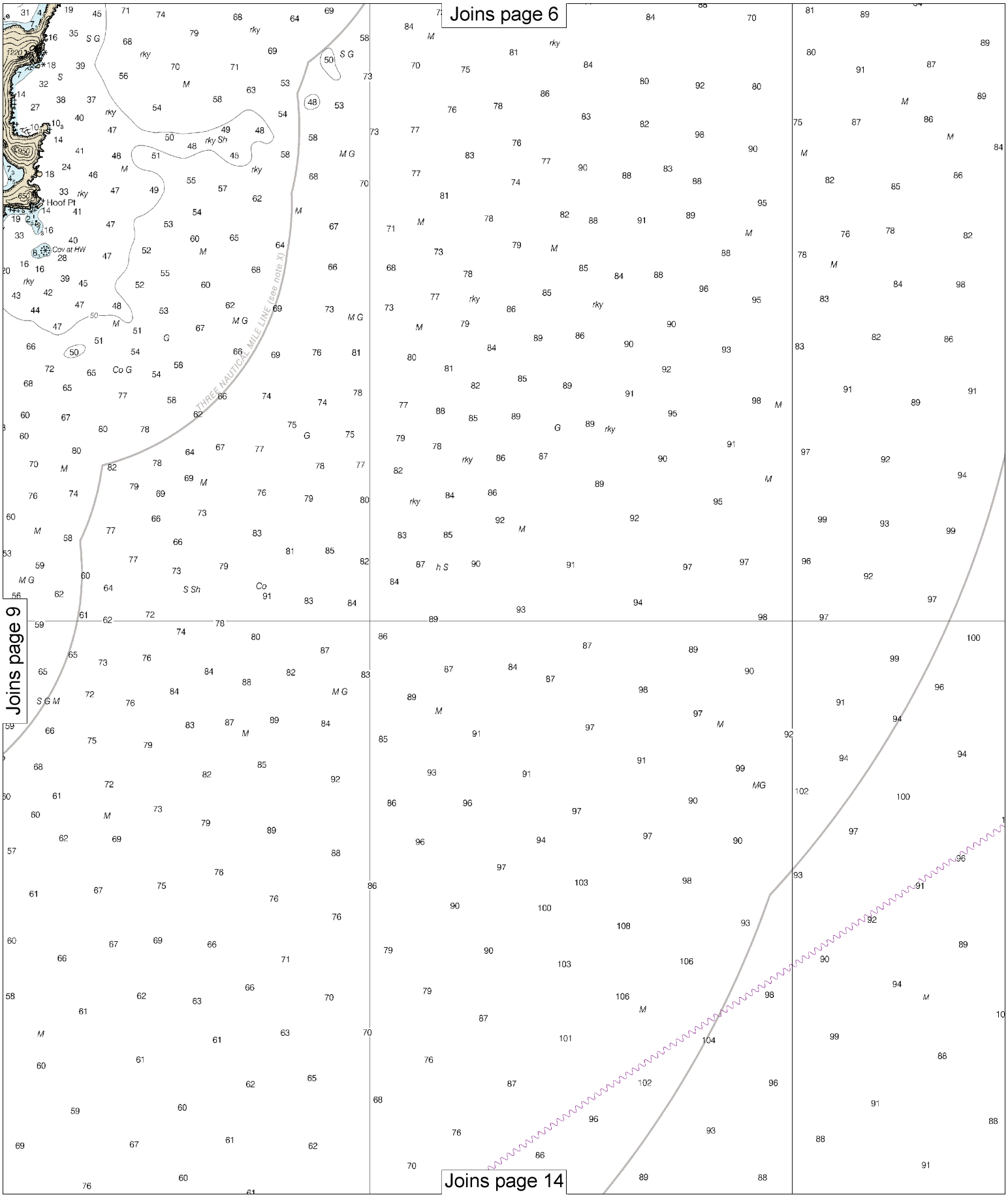
11th Ed., Apr. 2015. Last Correction: 4/15/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



8

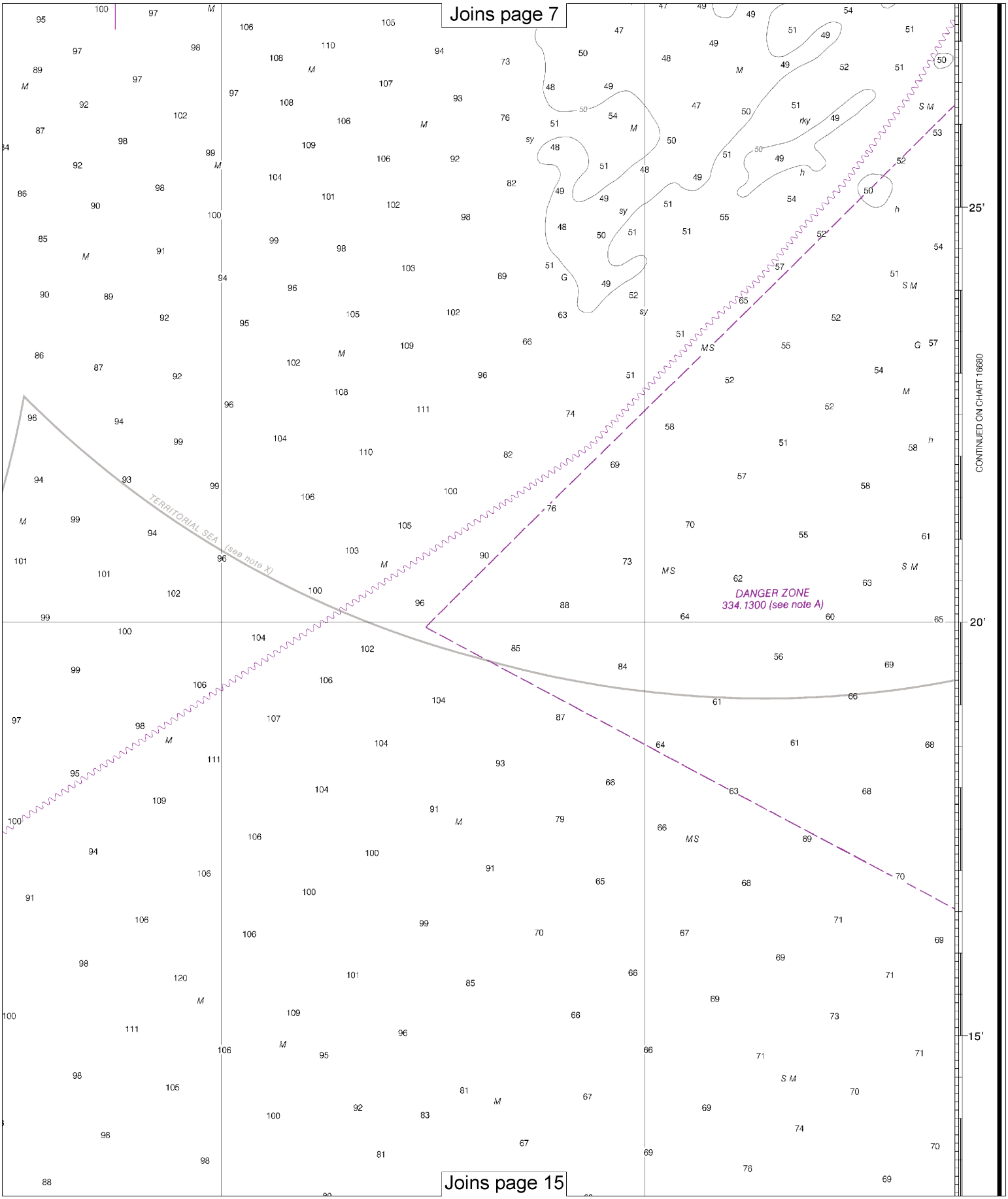
Note: Chart grid lines are aligned with true north.

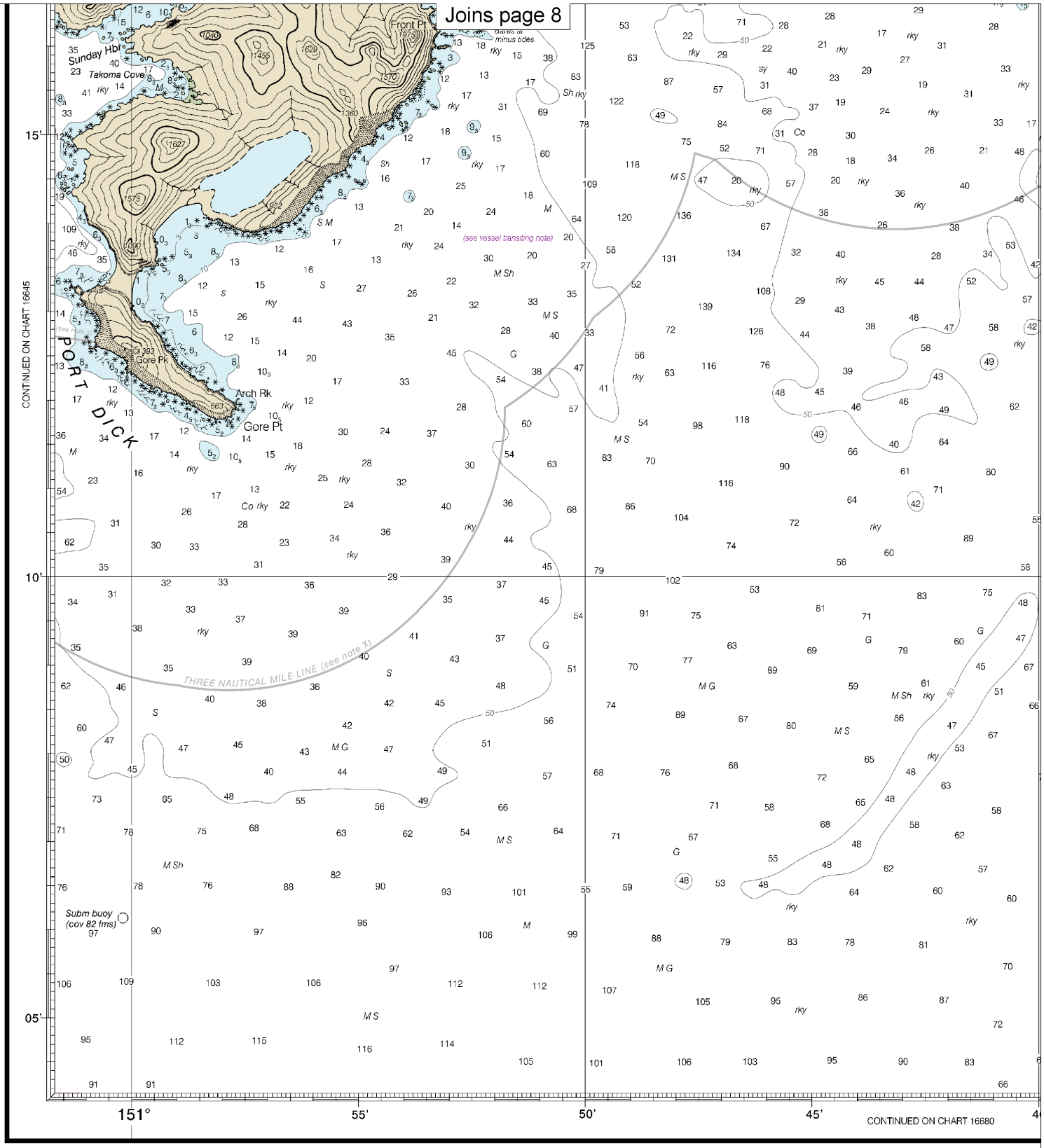

Joins page 5
Joins page 10
Joins page 13
NUKA BAY
PYE ISLANDS
Harrington Pt
Yalik Pt
Mc Arthur Cove
Morning Cove
Wildcat Cove
Roaring Cove
Hoof Pt
RAGGED I
Wildcat Pass
RABBIT I
Kitten Pass
OUTER I
Pinnacle Rock
Pye Reef
Awash at H W always breaking
Tide Rips
Bares at MLLW
Cov at HW
Breakers
THREE NAUTICAL MILE LINE (see note X)
MAGNETIC
VAR 16°45'E (2015)



10

Note: Chart grid lines are aligned with true north.


Joins page 7
TERRITORIAL SEA (see note X)
DANGER ZONE
334.1300 (see note A)
CONTINUED ON CHART 16680
25'
20'
15'
Joins page 15



16681

CAUTION

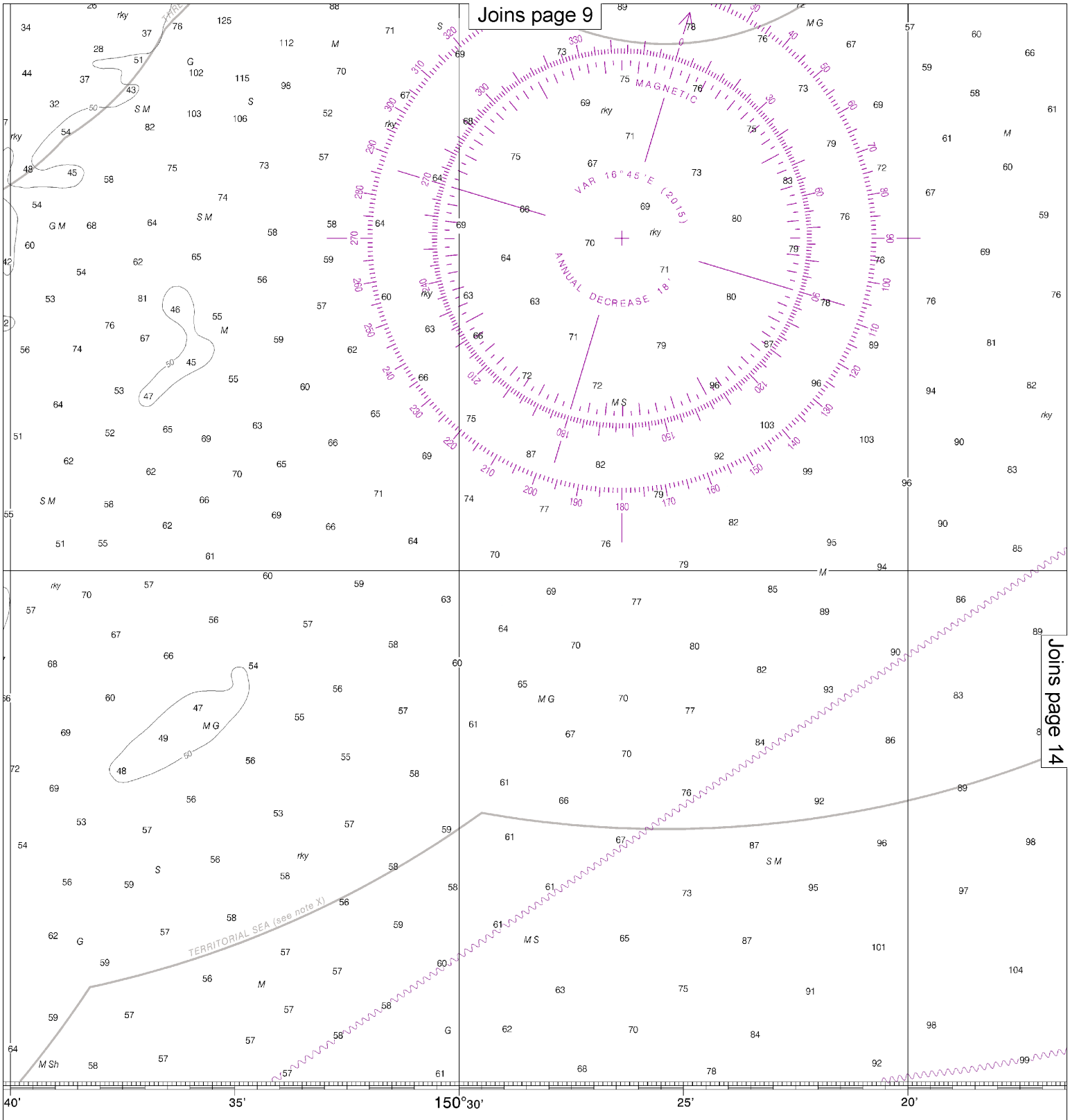
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING
(FATHOMS AND

11th Ed., Apr. 2015. Last Correction: 4/15/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

12

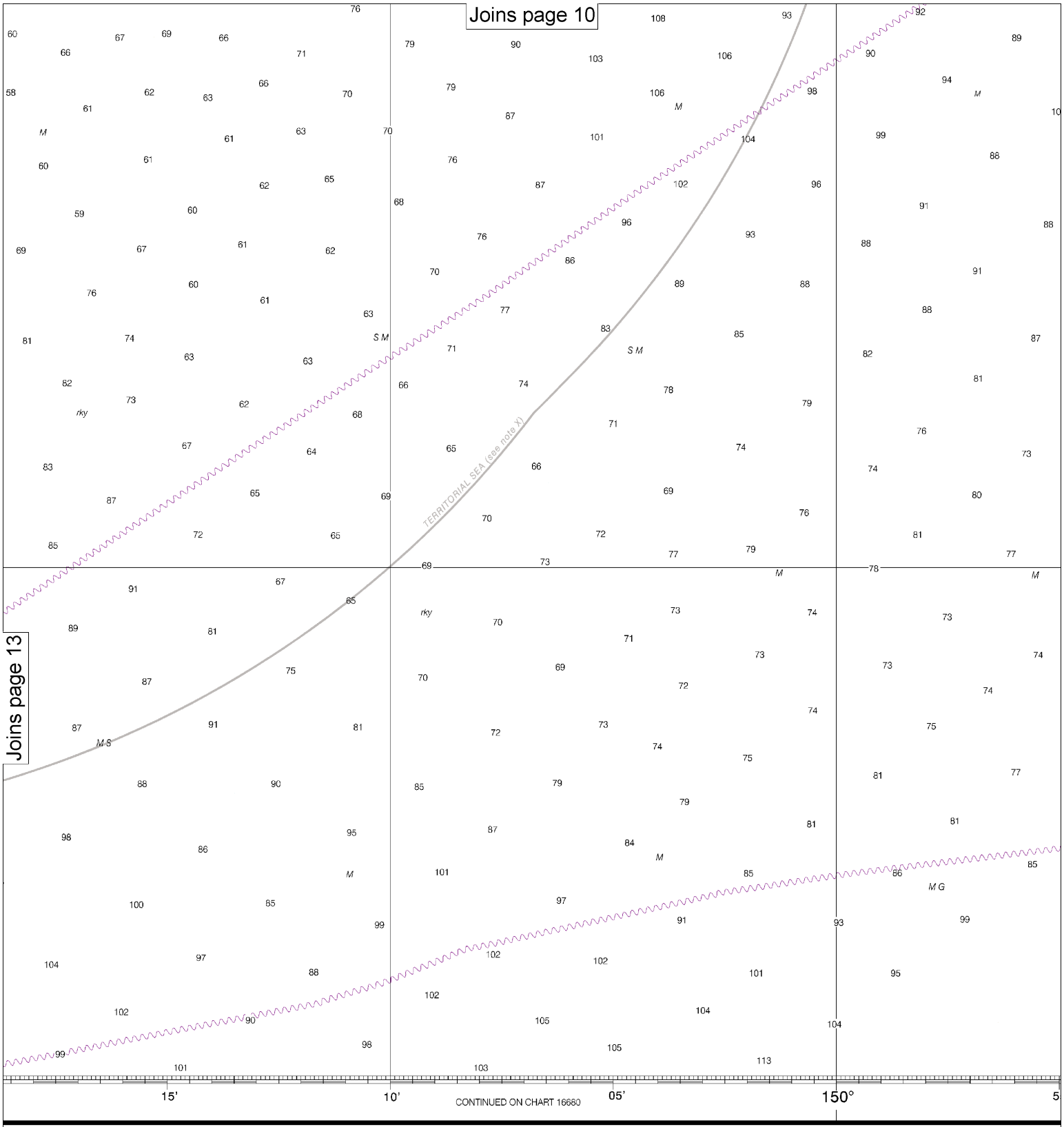
Note: Chart grid lines are aligned with true north.



GS IN FATHOMS
(D FEET TO 11 FATHOMS)

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Published at W
U.S. DEPARTMEN
NATIONAL OCEANIC AND AT
NATIONAL OC
COAST



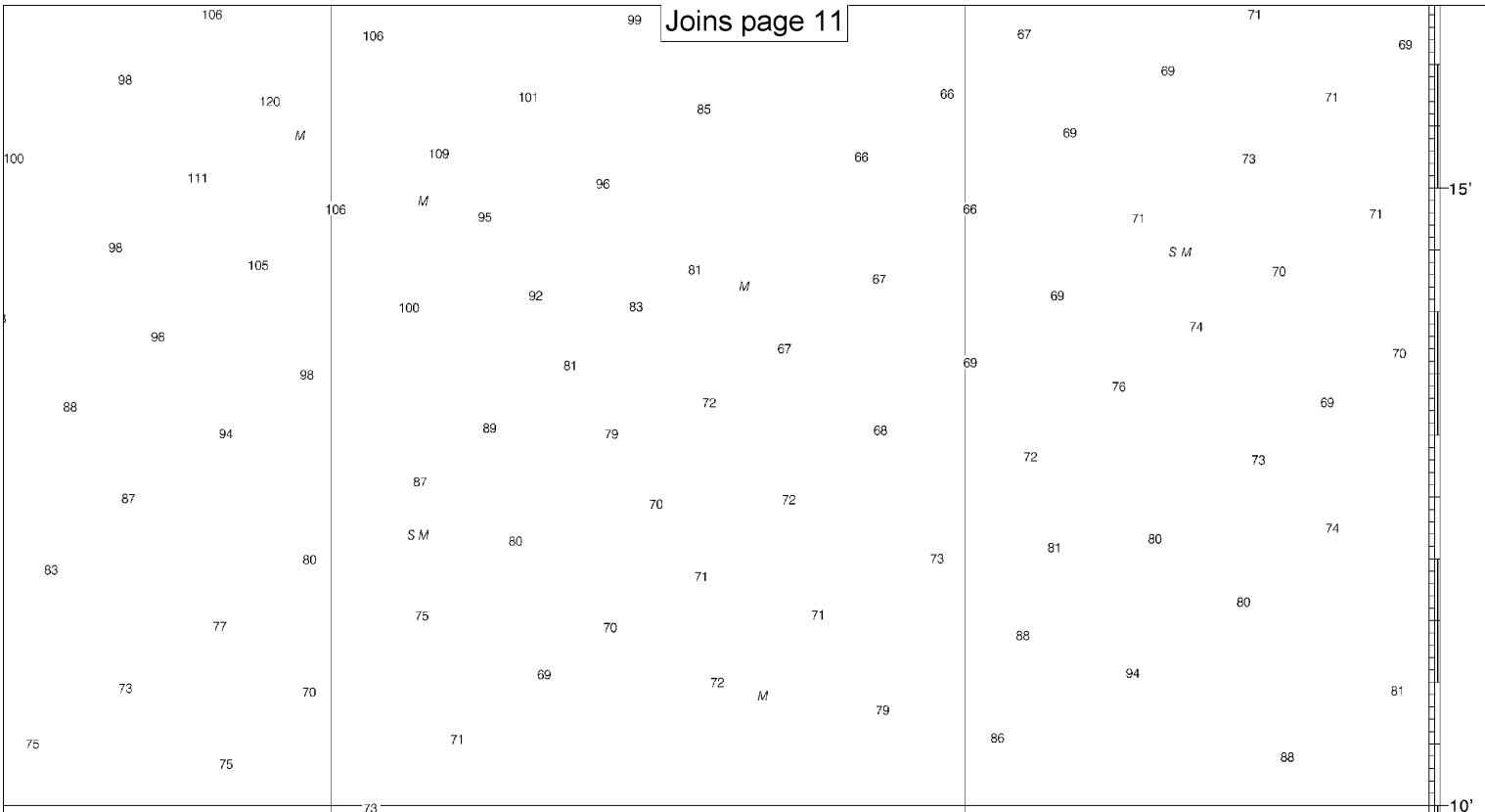
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

Note: Chart grid lines are aligned with true north.

Joins page 11



UNITED STATES

ALASKA - SOUTH COAST

KENAI PENINSULA

CONTIGUOUS ZONE (see note X)

SEAL ROCKS TO GORE POINT

Mercator Projection
Scale 1:83,074 at Lat 59° 20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

766.4 X 1055.5mm

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Seal Rocks to Gore Point
SOUNDINGS IN FATHOMS - SCALE 1:83,074

16681

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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NOAA's Office of Coast Survey The Nation's Chartmaker